





Advertisements for sale in this office for publication, will be accepted by the publisher, on the following terms:—The charge of \$1.00 per square for 3 insertions, a weekly charge of \$1.50 per square for 10 insertions. Advertisements can be purchased by the line.

We have ordered a new and beautiful font of Type for the Sentinel, which will be here in time for the commencement of our new Volume in July. In inserting this heavy outlay, we have been actuated by the desire to keep pace with the growth of our city, and to issue a paper in every way worthy of its rising importance. Various other improvements are contemplated, and our readers may rest assured that we will spare no efforts to make the Sentinel deserving their support, and as good as its patronage will warrant. The better we are sustained, the better we shall be enabled to make our paper, and all who are extending our circulation will eventually be repaid by the improvement which an extended patronage will enable us to make.

Will our readers ask us? There are few who could not, if they would try, induce some neighbor to take the Sentinel, and our circulation might by this means be largely increased. As an additional inducement, we will furnish the Sentinel one year gratis, to all who procure us three new subscribers, with the subscription in advance; or eight copies, and one gratis to the person getting up the club, for \$12.00. Who will embrace the offer and entice himself to the Sentinel without charge?

Cincinnati and Fort Wayne Railroad.—The prospects of this road are most flattering. The subscriptions of stock amount to nearly \$500,000; and are daily increasing. At a meeting of the directors, held at Richmond on the 4th inst. the President was authorized to put the work under contract, on the first advantageous opportunity. He is now in Cincinnati for that purpose, and we understand two or three companies of undoubted responsibility and abundant means are negotiating for the work. We hope by next week to be able to announce that the greater part of the road, it is expected that the work may be completed by the fall of the year 1855, at which time it is contemplated that the great Cincinnati Tunnel will also be in readiness, and we shall have a direct communication from Fort Wayne to the heart of the city of Cincinnati.

This road promises to be an important and profitable one; there can now be doubt of its early completion; and those who wish to make a safe investment should lose no time in securing an interest in it.

### Railroad Route to the Pacific!

Western Airline, and Fort Wayne and Mississippi Railroads.

It may not perhaps be generally known that we are in the direct route of an almost air-line road from the eastern cities to the Pacific, via the South Pass; but such is nevertheless the fact. Arrangements are already in progress for its construction as far west as the mouth of the Platte, up the valley of which stream is the great route for the overland travel to California, being an almost due west course to the South Pass. Whenever the Pacific Railroad shall be constructed, the line running through Fort Wayne will be its direct eastern connection with the Atlantic Cities.

To the east, our Ohio and Indiana Railroad, leading directly to Philadelphia, is already in a state of great forwardness, and will be completed by the close of the present year. To New York by this route is shorter by 60 or 70 miles than by any other road. From Fort Wayne west, the Fort Wayne and Mississippi Railroad to the Illinois State Line, and the Western Airline thence to the Mississippi at New Boston, are now being surveyed, and will probably be placed under contract during the present season. This line is a perfect air-line, due west, without curves, and with no grade exceeding 25 feet to the mile, from Fort Wayne to the Mississippi, a distance of 305 miles. A meeting is called at Wapella, Iowa, for the purpose of extending this road to the Missouri, at the mouth of the Platte, in a direct west course from New Boston, and here there can be no doubt the Pacific Railroad will commence, running still due west to the South Pass. This whole line from Philadelphia to the South Pass is an almost air-line, running its entire length between the parallels of 41° to 42° north latitude, and crossing and intersecting with the innumerable north and south roads in the several States, which will thus become feeders and tributaries to this main east and west trunk.

The distances of the route are—  
New York to Philadelphia..... 90 miles.  
Philadelphia to Fort Wayne..... 667  
Fort Wayne to Illinois Line..... 123  
Illinois Line to New Boston..... 182  
New Boston to Platte River..... 240  
Month of Platte to the Pacific..... 1800

N. York to the Pacific..... 3102

Mr. W. T. Morgan, the engineer, having charge of the survey of the Western Airline and Fort Wayne and Mississippi Railroads, is here. From him we learn, that his corps has been somewhat delayed in their operations by the wet weather, but will probably finish their labors and arrive here the last of next week. The line is eminently favorable.—There are indeed some four or five miles of rather broken country between Newark and Liberty Mills, but which can be avoided by diverging slightly to the South. At the State Line, in Jasper County, Beaver Lake, a body of water covering almost an entire township, lies directly in the line of the road, and may make it necessary to diverge about 6 miles south to Rensselaer; but this lake is said to be shallow, and can be drained at a small expense, if it should be thought advisable to persevere in an unbroken air-line. These are the only two obstructions in the way of an air-line of unexampled length, and unequalled facilities for a cheap first class road, worthy its high destiny of being the eastern continuation of the great Pacific Railroad.

We might enlarge on this topic, but must reserve further comments for some future article. In the meantime we would strongly advise our citizens to lose no time in securing to themselves a portion of the stock in this undertaking, which promises to be one of the most magnificent and profitable works of internal improvement of the present age.

The directors hold a meeting at Rochester, Fulton Co., on Wednesday next.

The State Fair.—The next Indiana State Fair will be held at Lafayette on Tuesday, Wednesday, and Thursday, Oct. 11th, 12th, and 13th. This is a good location, and convenient of access to the inhabitants of the State.

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**THE STATE CONVENTION.—Not to be held.**  
—We are gratified to announce that the Central Convention (as will be seen by a notice in another column) have withdrawn the call for a Democratic State Convention. The call was originally made at the recommendation of the democratic members of the Legislature who had somehow come to the conclusion that there would be other vacancies in the State Ticket, in addition to that of the Reporter of the Supreme Court. This not having proved to be the fact, and the feeling of the democracy throughout the State being evidently averse to holding the Convention, the Central Committee have acted wisely in rescinding the call, and will receive the approbation of those for whom they act, for the course they have pursued.

Would it not be better heretofore for our Legislators to confine themselves more strictly to their legitimate business, and leave the management of political matters to the people, or those to whom they delegate them? In our opinion there has been altogether too much legislative interference and dictation in our party affairs.

**THE WEATHER.**—We have had for the past two or three weeks, until Thursday last, almost constant rain. The weather now is more pleasant, with a prospect that the storm is passed. The rain has sadly delayed the corn planting, and much will have to be done at a later season than usual.

The wheat crop here looks fine, and grass promises an abundant yield. The prospect for fruit of all kinds is also most encouraging. Unless we should experience frost, the supply of fruit this year will be large.

What will she do, with it?—At a banquet given by Mrs. Beecher Stowe, in Edinburgh, £1,000 (nearly \$5,000) the "Uncle Tom Penny offering," collected in small sums throughout Scotland, was presented to her on a silver salver, with a request that she would expend it in whatever way she thought best to advance the cause of abolitionism. It may be worth while to watch this lady on her return, and see how she applies the money. We should be at all surprised if she should be Yankee enough to decide that the most effectual way to serve the cause of Abolitionism would be to pay it to Mrs. Stowe to write another book like Uncle Tom. We shall see.

**HEDDER & SON** have now got their full stock—and a splendid stock it is, reflecting much credit on the taste of the junior, who selected the goods, and who seems to have resolved that he would bring just a little more than the market value. They do a cash business, both in buying and selling, and are thereby enabled to sell cheap. They are determined not to be undersold, and are going to show the world that "some things can be done as well as others," and that better goods can be found in Fort Wayne and bought at lower prices than in any other place in the State.

Their stock is too large for us to enumerate, and as all the articles are almost equally worthy of commendation, all we can do is to recommend our readers to call and judge for themselves.

For some days past we have noticed quite a throng of people, all smiling and appearing well pleased, near the north-west corner of Calhoun and Columbia streets. We were curious to ascertain what all meant, and stepped into O'NEAL & SCHWENK's store to make the necessary inquiries, when the mystery was at once explained—they had got their new goods, and the throng of happy people we had seen, were customers, delighted with the bargains they had got. This stock is certainly unsurpassed by anything we have seen, either for quality or price. In Bonnets they "beat the Jews"—and almost the Gentiles, too. Their Dress Goods are peculiarly neat, and as cheap as could be desired. They have in fact a complete stock, and are selling cheap, as any one can ascertain by calling in and examining.

**R. McMULLEN's** goods are beginning to arrive; he has already got some beautiful Dress Goods, and he assures us that his stock this season will be ahead of any thing he has ever before brought here. As for prices, all he asks is for buyers to call and examine for themselves, and he does not intend they shall get away without purchasing. We have always found Dick a first rate fellow to deal with, as we have no doubt all others will who give him a call. At all events it is worth trying; it is something of a treat to inspect such an assortment as he is opening—almost equal to the World's Fair, on a small scale, with the recommendation that instead of having to pay for the sight you will probably make money, by securing some of the bargains that he is continually giving his customers.

**Fort Wayne Boats.**—Some of the best boats on the Canal belong to Fort Wayne, and the best of these are those built by our friend Jake Shilling, whose skill as a boat builder is well established. His craft run easier and faster, look better, carry heavier cargoes, and draw less water than any others in the "ditch."

The Toledo Blade thus notices one of his boats.

**Large Load.**—The heaviest load ever brought into Toledo on a Canal Boat, came in this morning on the boat Robert Bell, Capt. CARMICK, owned by M. W. HUBBELL of Fort Wayne. The following comprises the extraordinary load, to wit:

2500 bushels Corn;  
4444 barrels Beef;  
16 Pork.

Weight of this cargo 91 tons 657 lbs. This is the largest load that ever floated the Western Canal, by several tons. This boat is new, and built by that noted Fort Wayne Builder, JAKE SHILLING. She is a beauty, and every way worthy the name she bears. Success to her and to all who bear it.

**WASHINGTON, May 7.**  
The health of Secretary Davis was improving, though he is still confined to his room. Hon. M. Morrissey of Ky. has been appointed Governor of New Mexico, and it is understood he has accepted. The Union of the morning announces that Harpersburg Springs has been chosen the site for the Western Military Asylum.

**CHINA.**—Private letters from Hong Kong report the partial marriage of the Chinese mission. Mr. Marshall has been unable to obtain a subject, and has left for Canton, where he has been chosen to reside, for a conveyance to take him there.

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**Magnificent Railroad Scheme.**—The Railroad Journal has an article that will attract attention upon the scheme of a grand trunk line, to be built from Detroit through the State of Michigan, to Portland Maine. The principal operators in this are Hon. Francis Jackson, member of Parliament, eminent English contractor have been secured, all matters of difference have been arranged, the entire route has been consolidated into one company, with power to purchase or lease part of the road in Maine leading to Portland. There is to be a branch to Quebec, and the line will also, in time, be extended to Halifax. The distance from Detroit to Portland, by this line, will be about 970 miles. As a part of the grand scheme, a bridge is to be built across the St. Lawrence at Montreal, an estimated cost of six millions of dollars. Mr. Jackson has been spending much time on the line, and has made a personal examination of the route. From the character, wealth &c., of the persons interested, we look upon this magnificent scheme as a very probable candidate for reality. Who can calculate its results upon the interests of both Canada and the United States? These works and the other enterprises are fast breaking down partition walls and making us one people.—O. S. Journal.

**Fort Wayne and Southern R. R. Co.**  
Fort Wayne is rapidly becoming the center of an extended system of railways, reaching in every direction. Among the number, the Southern Railroad is not the least important. It runs through a country—the natural resources of which are but partially developed; it connects Fort Wayne with the Ohio river at Louisville, a distance of 190 miles, passing through Bluffton, Hartford, Muncie and Knightstown, and thence by the Knightstown and Shelby Lateral Branch Road, now running to the Jeffersonville Road at Edinburgh, thence to Jeffersonville on the Ohio river, opposite Louisville. It will open a communication from Fort Wayne with the large Southern cities, by means of the roads centering at Louisville, and at the same time afford the inhabitants along the line the choice of Southern or Eastern markets for the immense amount of produce that will be raised when the facilities for transportation shall make it profitable to cultivate the large portions of heretofore uncultivated lands.—Railroad Record.

**THE COMING THOUSANDS.**—Private letters from the Old World state that the movement towards the New is likely to prove extraordinary within the coming six months. It is estimated that some 200,000 men, women and children will leave England and Ireland, and that this vast army will be increased to nearly half a million by adventurers from Germany and other portions of Europe. A still further impulse is likely to be given to this living tide, by the strikes in the United States and the extravagant reports that are published in foreign journals, as the demand for labor and the high rates of wages in this country. What is likely to be the general result? Let us imagine the accession of a population of half a million within the next six months, and of this aggregate, at least 100,000 laborers. The inquiry is, well worth pursuing. [Oswego N.Y. Pal.]

**IMPORTANT TO POST MASTERS.**—A case was tried during the recent session of the U. S. Court, says the Savannah Courier, of April 19th, which ought to be generally understood, both by the officials and the people throughout the country. The postmaster at Savannah, in Scriven county, was arraigned and fined fifty dollars for delaying a letter in his office. The law makes it the imperative duty of every Post Master to forward all mail matters one half hour before the departure of the mail, unless before time should be granted by the Postmaster-General on account of the business of the office. There are also several penalties for delaying papers, &c., after they have been mailed and are on their way to destination. So stringent are the laws, that a rigid and prompt discharge of the official duties only can save the Postmasters from their penalties. The above is the first instance of a conviction that we have heard of, and we publish it for information, hoping that it may lead to increased carelessness on the part of all who have anything to do with the mail service.

**A ROUND SALARY.**—A gentleman has been appointed Agent for the Panama Railroad Company at a salary of \$60,000 a year; in addition to which four insurance companies have agreed to pay him \$10,000 each a year—making \$40,000. Total amount of salary per annum, one Hundred Thousand Dollars! This gentleman takes out letters of credit to draw for one million on account of Gold Dust, and has one-fourth interest in the profits.

**Loss of the Steamer Ocean Wave.**  
TWENTY-EIGHT LIVES LOST!  
The Steamer Ocean Wave, running on Lake Ontario, was burned at 2 o'clock on Saturday morning last, fifty miles above Kingston, on her passage to Ogdensburg. There were fifty persons aboard, including the crew of whom only twenty-two were saved; among the saved are Capt. Wright, the mate and purser.

When the fire first broke out the boat was a mile and a half from land. The whole of the upper works were consumed in fifty minutes, and the hull drifted off the shore and sunk soon after.

Those saved were picked up by the boats of passing vessels. The boat was owned by the Northern Railway Company, of Ogdensburg, and was fully insured.

**Later—Further Particulars.**—From one of the crew, Stephen Blackman, we learn the following particulars: The Ocean Wave took fire from her furnace on her downward trip when off the Ducks, about 40 miles above Kingston on Saturday morning about 2 o'clock. When first discovered she was about a mile and a half from shore and was immediately headed for shore, but so intense was the heat that the machinery gave out and she drifted to sea. The upper cabin was consumed in about fifteen minutes, and in about two hours the hull went down. The saved were taken off by the schooner Georgian.

The Wave had on board 14 cabin and 9 deck passengers, besides 4 children and the crew who swelled the number to about 50, 22 of whom were saved.

Among the crew saved were, Capt. Wright and both mates, Thos. Oliver, the Purser, and both Wheelmen, 2d Engineer, Mr. Blackman, and a number of deck hands.

Among the passengers saved were, Mr. F. Kiah and wife, both of whom were burnt, but not seriously.—Mrs. French, of Cornwall, and a lady, wife of the Cashier of Gore Bank, Hamilton. These three ladies were all the females saved.

A small vessel on her way down, sent a boat to the assistance of the ill-fated steamer, but the men being frightened pulled away again.—The Georgian then hove in sight, lowered a boat which was manned with her mate and two sailors, and succeeded in picking up eighteen persons. Two minutes after this rescue, the wreck went down. She had drifted eight miles from shore before she sunk. The captain, mate and one passenger reached shore near the disaster, and the vessel brought the rest to Kingston.

Among those lost are Mr. Turnbull, first Engineer; Julius Sanford, barkeeper, the cook, a Mrs. McDonald, a nurse, and three unknown of the cabin. Three bodies, among which was that of a young man, were found floating in the water.

The whole crew of the Ocean Wave, including the captain, mate and purser, were saved.

**General Haynau's Corpse.**—A most extraordinary story has reached us to a high personage here, and has been the talk of our saloons for the last few days. It appears that the circumstance of the death of General Haynau presented a phenomenon of the most awful kind on record. For many days after death, the warmth of life yet lingered in the right arm and left leg of the corpse, which remained limp and motionless, even being pulled away again.—The Georgian then hove in sight, lowered a boat which was manned with her mate and two sailors, and succeeded in picking up eighteen persons. Two minutes after this rescue, the wreck went down. She had drifted eight miles from shore before she sunk. The captain, mate and one passenger reached shore near the disaster, and the vessel brought the rest to Kingston.

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**Railroad Convention.—Resolution of Fare.**  
—Delegates from the several Railroad Companies centering at Cincinnati and connecting with Lake Erie, and thence by steamers with Dunkirk and Buffalo, recently met and entered into arrangements by which a cheap and safe conveyance of passengers and freight will be secured. The terms of this arrangement have not yet been made public. The trains for passengers will attain high speed. Passengers can be conveyed from Cincinnati to Buffalo, from Sandusky and Cleveland by boat, or by the Lake Shore Road, at the uniform rate of \$7.50. This arrangement will go into operation about the first of June ensuing.

**Another Wholesale Railroad Murder.**  
100 LIVES LOST!  
We take the following from the New York Times of Saturday:

The train on the New Haven Railroad, which left this city at 8 o'clock yesterday morning, ran into the river off the drawbridge at Norwalk, about 10 o'clock, submerging in fifteen feet depth of water the locomotive, two of the passenger cars and a portion of a third. The draw was open to admit the passage of the steamer Pacific, which had just gone through. The speed of the train at the time of the catastrophe, was about 50 miles an hour. The width of the draw is 60 feet, and such was the rate of speed and the force that impelled the train, that the engine nearly leaped the draw, striking with tremendous violence against the wall on the opposite side.

At 10 o'clock last night, 48 bodies had been recovered, and many more must be beneath the waters. The train consisted of three passenger cars, a smoking car and a baggage car. The smoking car is still submerged. A large portion of the passengers were physicians, returning from the Medical Convention just held in this city. Nearly all the passengers in the submerged cars were drowned, and none escaped without severe and probably fatal injuries. Three or four persons were in the cars under the water, forced their way out by breaking through the cars, rose to the surface and swam to land.

The entire blame of the catastrophe is due to the Engineer, as the signal for the draw was promptly given by the bridge-tender.—The Engineer is severely injured, and will probably die. He is held in custody to take his trial, in the event of his recovery. The fireman has also been arrested.

The following is the account of the calamity, as sent to us in despatches by our regular correspondent:

Twelve women, and two or more children are reported among the lost.

Dr. Ives and L. D. Wilcox went down under water in the baggage car, but broke out and escaped.

All the employees of the Company escaped with bruises.

Every person on the first two cars, and fore part of the third, were either killed or seriously injured.

Thus far, forty-eight dead bodies have been recovered, and twenty wounded; two of the latter have since died, and three others are in a very dangerous condition—among them, a daughter of Rev. Dr. Griswold.

There are probably still ten or more dead bodies in the wreck.

The Conductor, Mr. Comstock, was in the second car, but escaped with many, though not very dangerous wounds.

The Express Agent was sitting on a trunk in the baggage car, and escaped by forcing his way through the roof, but is badly wounded. The newsboy in the broken car escaped unhurt.

An infant, in the care of an aunt, and on its way to its parents in Springfield, was saved, but the aunt was killed.

The engineer and fireman leaped from the locomotive the instant it reached the edge of the bridge, and were precipitated into the water. The latter escaped with slight injury.

But few of the bodies taken out dead were bruised or disfigured. They presented a ghastly appearance, and, in some instances, their clothes were literally torn to pieces. The remains were deposited in the railroad station house as fast as they were taken from the water. Most of them had been placed in coffins when our reporter left. They will all be kept there until to day. Several men were placed on guard to watch them during the night.

The property found on their persons was taken in charge by Mr. Warner, the Bank Cashier, to await identification by the relatives.

The search for others supposed to be dead, under the water, was continued with vigor until dark. During the day the ruins of the passenger cars were removed, and thrown up on the beach. The locomotive, tender, smoking car, and baggage car are yet under the water, and are probably driven into the mud some distance, as they could not be seen, even when the tide had ebbed.

The search will be resumed at an early hour this morning, and it is to be hoped the residue of the cars will be extricated, and a thorough effort made to ascertain whether any more human beings have been sacrificed.

The trains to and from Boston were all detained, in consequence of the catastrophe, and the mail train, due in this city at 1 o'clock P. M., did not arrive until next evening.

In the afternoon a message was despatched to the interior of the country to procure a Coroner; but he was unsuccessful, and Justice John A. Weed was called upon to officiate in that capacity.

The preliminary proceedings were held at the Railroad depot, and the testimony taken shows that the signal was up for the train to stop, but was unheeded by those having charge of the train.

The train was the through express train for Boston via New Haven, Springfield, and Worcester. As near as can be ascertained there were about two hundred and eighty passengers on board, of whom one hundred and seventy-five have only been accounted for. It is therefore, believed that the balance of the human beings are yet numbered among the dead beneath the water. The train does not land at Norwalk, therefore the speed was not slackened in the least, and it is the general impression that the speed was at least fifty miles an hour.

The signal could be seen for half a mile or more below the depot, which is situated about a quarter of a mile east of the fatal drawbridge. Evidently the engineer in charge of the locomotive, named Edward Tucker, paid no attention to his duty, or he must have observed the warning given by the master of the bridge. When the train was precipitated, those in the rear car were heard to scream, and but few of them were lost, which, fortunately, was owing to the said car lodging against those pitched over the abutment. The most intense excitement among the residents of the village, and hundreds of men, women and children flocked to the scene of destruction.

The bridge is about 180 feet in length, extending over the Norwalk River, and crossed in the middle by a substantial masonry wall, terminating in a small masonry pier on each side.

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**POST OFFICE NOTICE.**  
 For the convenience and benefit of the public, we have now, that from and after this date, the office will open at 7 o'clock in the morning, and will at 3 o'clock in the evening, through the week; it will be open on Sunday from 9 to 9½ in the morning, and from 1 to 2 in the afternoon.  
 These rules will be strictly adhered to.  
 Letters for Eastern Mail must be deposited in the box to leave in the first mail; and for the West, at 8 o'clock in the morning. All other Mails in the day will be taken as usual.

... morning, and will be closed in the eve-  
 previous.  
 J. G. MAIER, P. M.  
 Office Fort Wayne, Ind., April 22d, 1883.

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*The Celebrated Morgan Horse*  
**YOUNG NIMROD,**  
 WILL stand for March the ensuing season in Fort  
 Wayne. He has been breeding since Canada.

at expense, with a view to improve the breed of  
a, and will serve a limited number of Mares at  
dollars the single leap, Fifteen Dollars for the  
to be paid at the close of service, and Twenty  
to insure a mare with foal, to be paid when  
ascertained. Persons parting with a mare be-  
lieve is known to be with foal to forfeit the in-  
ing Nimrod is 17 hands high, well proportioned

of harness, of great symmetry and muscular  
is a beautiful bright bay, with black meshe, tail  
legs. Being of large size and the celebrated Mor-  
wood, he is confidently recommended to all who  
to improve their stock, and raise Colts that will  
and high prices. Further praise is unnecessary,  
horse will recommend himself to all good j dges  
is raised in Vermont, but has been kept in Can-  
where his reputation is far ahead of any other  
as may be seen by the following certificate.

ROCKHILL & HODGES.  
Wayne, April 1.

reby certify that the Morgan Horse Young Nim-  
(Hercules) that I have this day sold to Hodges  
Good, was bred by Wm. Perkins, of Bakersfield,  
and, and bought by me at two years old, and I  
kept him since for the improvement of stock in  
District of Montreal, Canada East. He was sired  
by Nimrod, now owned by Judge Smith, of Berk-

Vt. The dam of Nimrod stands unequalled as his colts are large, of fine disposition, and fast several of them having sold for from two hundred to one thousand dollars each. Young Nimrod, the largest of the Morgan race, weighing about 1600 lbs., is of great muscular power, kind and docile, sufficiently high mettled for a fast roadster. I with pleasure recommend him to those interested in raising fine horses.

REED PA. GE.

Young Nimrod was bred by Wm. Perkins of B.

the sire of the above was bred by Wm. Perkins, of Barre, Vermont, and sold to Mr. Reed Paige, of Champlain, Canada East, and is considered by the breeders of Agriculture in the district of Montreal to be the best Morgan horse in the district, as following list of premiums will show: In 1846 he took the first prize at Napierville, Huntingdon; the next year, in company of Beaubarnois he took the first premium at St. John's, and also the first prize at St. John's, and also the first premium of £8, and also at Rouville.

It was awarded the first premium of £5, and then, without taking any more premiums, the bye-vote of the Board of Agriculture not permitting one to get two successive premiums of the same kind.

I will further add that I have been acquainted with a before-named horse for the last six years, and that he has drawn more and better prizes than the best of any other horse in our county, and perhaps than the stock of all other horses together, and

Dunham, Canada East, Nov. 6, '52.  
Hodges: Sir,—You wish to know my opinion  
Morgan horse Young Nimrod, owned by Rev  
of this place. He stands here unequalled by any  
horse for stock, and is considered by all good  
to excel most of his kind in speed, bottom, and

of power. I cheerfully recommend him to all  
 of his stock.  
 LEVI STEVENS.  
 Treasurer of Montreal District Ag. Association.

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**City Dye House,**  
 BY A. S. JERMAN.  
 Street, opposite the court house, Fort Wayne, Ind.  
 K, wool, or cotton Dresses, of all descriptions,

ness and dispatch, and on the most responsible terms. Gentlemen's garments, and ladies' wearing apparel cleansed or dyed in a superior manner.

**Carpets and Table Spreads Cleansed.**

Gentlemen and Ladies, remember the City Dyehouse, on Berry Street, opposite the Court house.

September 3, 1852

19

**Piano Forte Warehouse.**  
*At Manufacturer's Prices.*  
P. ANDERSON, agent for G. Gilbert, Esq.  
Lemuel Gilbert, Piano Forte Manufacturers, of  
London, has a splendid collection of  
**English and Boudoir Pianos**  
sold at a bargain in Hamilton Place and

**DUODOR PIANOS**

without being heard.  
is also agent for the sale of  
**Carhart's Patent Melodeons,**  
for quality of Tone and Finish are universally  
ted to be superior to anything of the kind ever  
offered to the public.  
instruments sold by him are warranted.  
ber 29, 1852. Jy7

**Clear the Track, Boys!**  
Cars are coming, and no mistake

**Port Wayne Cheap Ready-Pay**  
WHOLESALE & RETAIL  
**GROCERY STORE!**  
HENRY WILLIAMS having associated with him  
in trade, A. C. Huestis, business will be contin-  
ued at the old store, No. 85, Hamilton's New Block,  
Columbia street, under the firm of

**WILLIAMS & HUESTIS,**  
will be constantly kept on hand,  
*Groceries of all kinds;*  
Teas, Sugar, Coffee, Molasses, Raisins. Spi-  
all kinds, Pipes, Tobacco, Soap, Candles, buggy  
or Mats, Brooms, Tubs, Buckets,  
ails, Glass, Paints and Oils,

Stone and Earthen Ware, Flour, Cheese, Cotton  
g, Yarn and Dye Stuffs, Hatchets, Shovels,  
*Neff & Sons superior Axes,*  
Powder, Lead, Gun Caps, Well, and Halter  
Wrapping Paper, Twine, and various other  
too numerous to mention, all of which will be  
cheap as the cheapest, and warranted to be as  
is the best.

**COUNTRY MERCHANTS**  
ing to replenish their stock will do well to give us  
before purchasing elsewhere.

**FARMERS**  
at all times receive the highest cash price for  
Eggs, Cheese, and all kinds of produce.

Wayne, November 20. 20

**ring Goods--First Arrival**  
 S. DYKES has just received by Express an  
 assortment of  
**Fashionable S; ring Goods,**  
 including all the new styles of BONNETS; Ribbons;  
 Trimmings, Swiss and Jaconet Muslins, Shawls;  
 & GOODS--Berages, De Lanes, Berage De  
 and Lanes, Kid Silk and Cotton Gloves, &c.

**BACCO.**—John Anderson's cut chewing Tobacco, of the best of Virginia and

together with good white and colored thread,  
at wholesale and retail at Bayless & Co.  
**CAMBRIC QUILTS**—No. 87 is the place to find a  
good article of 10, 11 and 12 quilts, Lancaster  
Bayless & Co.  
kegs Shoenberger Nails,  
30 boxes Glass from 7x9 to 12x15.  
**ORF & SCHWEGMAN**

15, 1892.

**CARPETS.**

Good assortment of CARPETS on hand  
and for sale very cheap.

**TOWNLEY & FREEMAN.**















